

Farley, William

From: Ross, Patrick
Sent: Monday, April 28, 2014 7:34 AM
To: 'Kevin Ture'
Cc: Williams, Christopher D; Farley, William; Michael Garn; Tim Downes
Subject: RE: VTRANS Rochester ER BFR 0162 Bridge 19

Hello Kevin et al.

The critical path work detailed in the attached plan and email below is approved conditionally. As discussed the fill must be contained within the cofferdam system, if necessary, the cofferdam shall be sealed with additional plastic and or smaller sand bags to isolate the work area from the White River. If dewatering is required, water must be pumped to an upland location and properly filtered.

If there are any issues with the proposed cofferdam system, or any discharges, the plan will need to be immediately modified to ensure the system can contain the construction sediments without discharge.

Stone fill used to build the temporary footings shall be as clean as possible. The work area adjacent the river shall at all times be neat, clean and orderly. Any and all disturbances adjacent the White River shall be stabilized with hay mulch, erosion matting or similar.

If there are any changes to the plan or if there are any in-stream related issues that arise Schultz Construction is required to notify my office.

Any and all changes to the river channel related construction plan that run through my office will ultimately be authorized by the Resident Engineer.

Regards,

Patrick Ross, P.E.
River Management Program
work cell: 802-279-1143

From: Kevin Ture [<mailto:KTure@wmschultz.com>]
Sent: Friday, April 25, 2014 3:42 PM
To: Ross, Patrick
Cc: Williams, Christopher D; Farley, William; Michael Garn; Tim Downes
Subject: VTRANS Rochester ER BFR 0162 Bridge 19

Patrick,

WM Schultz respectfully requests permission to begin in stream work in the White River on or about May 1st. This project contains an extremely tight schedule and in order to meet the critical path to successfully complete the new bridge this season, we are requesting this waiver so we may begin temporary bridge construction in the next coming weeks.

Attached please find the revised temporary bridge plan and elevation as prepared by TAW Associates. It was required by VTRANS to move abutment #2 (east abutment) some 10' closer to the White River from our original plan in order to accommodate safe truck movement at the

intersection of Rt. 100 with Rt. 73. Also attached are the EPSC plan for stage 1 and 2 of construction as prepared by Pathways Consulting.

If we gain your approval, we would like to start Stage 1 on the temporary abutments as soon as possible. Our plan is to construct the 1 cy sand bag cofferdam (on the west side 1st) to protect the White River, then place stone fill and select fill embankment per the plans and then construct the abutments. After this phase is complete, no additional in stream work will be required until Phase 2. We anticipate having traffic on the detour and temporary bridge in early June and then would like to start Phase 2 existing bridge removal.

I would like to thank you for your time you have spent meeting us in the field on the Rochester project. Please let me know if you need any additional information.

Respectfully yours,

Kevin Ture
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